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DEPARTMENT OF PLANNING
STAFF REPORT

BOARD OF SUPERVISORS PUBLIC HEARING

DATE OF HEARING: April 13, 2004

ZMAP 2003-0002, Greenfield Crossing

DECISION DEADLINE: Extended through April 20, 2004

ELECTION DISTRICT: Dulles

PROJECT PLANNER: Steve McGregor

EXECUTIVE SUMMARY

Brookfield Homes (Richard Dengler) of Fairfax, Virginia submitted an application to rezone approximately 34 acres from the Single Family Residential (R-1) zoning district to Planned Development -- Housing (PD-H4) zoning district to develop 16 single family detached, 62 attached duplex and 29 single family attached dwelling units (a total of 107 units) for a density of 3.12 dwelling units per acre. The property is located on Braddock Road about one mile west of Gum Spring Road (Route 659) in the Dulles Election District. The application was accepted for review on March 14, 2003. The Applicant is also requesting a series of modifications to the Revised 1993 Zoning Ordinance.

The site is governed by the policies of the Revised General Plan, the Revised Countywide Transportation Plan and the Dulles South Area Management Plan. The Plan policies designate this area for residential uses at a density of up to four (4) dwelling units per acre.

RECOMMENDATION

The Planning Commission voted 7-1-1 (Tolle opposed, Herbert absent) to recommend approval subject to proffers.

Staff can support approval of this rezoning application with the resolution of the outstanding issue regarding compliance with the County's capital facilities policy.

SUGGESTED MOTIONS

1. I move that the Board of Supervisors forward ZMAP 2003-0002, Greenfield Crossing, to the April 21, 2004 Land Use Committee meeting to discuss the outstanding issues.

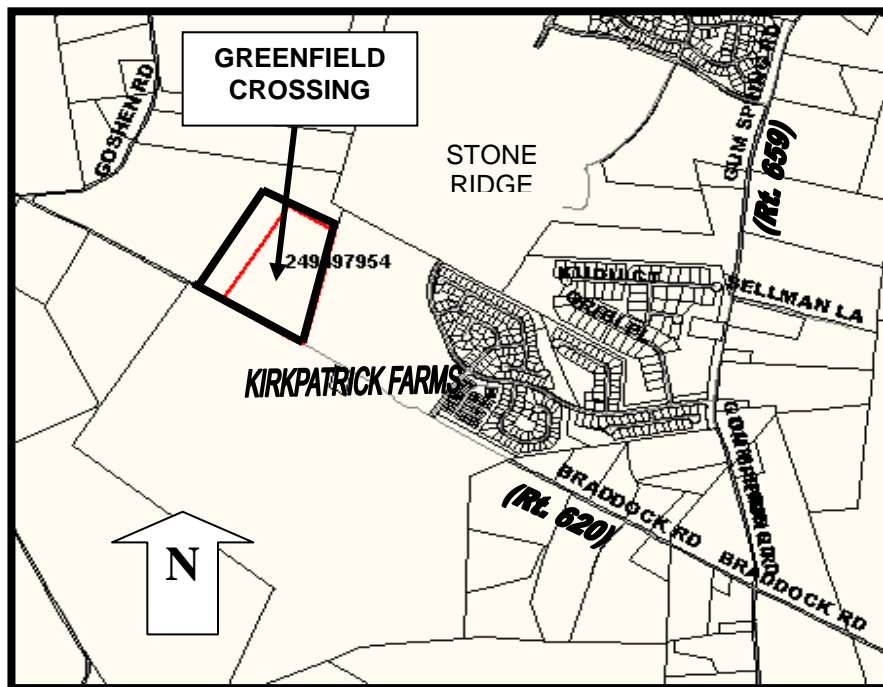
Or,

2. I move the Board of Supervisors forward ZMAP 2003-0002, Greenfield Crossing, to the May 4, 2004 Business Meeting for action.

Or,

3. I move an alternative motion.

VICINITY MAP



Directions: From Leesburg take Evergreen Mills Road (Rt. 621) south to Arcola. Take a right on Gum Spring Road (Rt. 659). Cross John Mosby Highway (Rt. 50) and proceed to Braddock Road (Rt. 620). Turn right on Braddock Road and go about one mile. The property is on the right after the power line.

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I. APPLICATION INFORMATION

APPLICANT Brookfield Homes
Richard Dengler
8500 executive Park Avenue, Suite 300
Fairfax, Virginia 22031

REPRESENTATIVE Reed Smith, LLP.
George McGregor
44084 Riverside Parkway, Suite 300
Leesburg, Virginia 20176

APPLICANT'S REQUEST To rezone approximately 34 acres from R-1 to PD-H4 for 16 single-family detached, 62 attached duplex and 29 single-family attached dwelling units (including 7 affordable units) with a number of Zoning Ordinance modifications to reduce building setbacks from internal streets by 10 feet; to reduce front yard on corner lots by 7 feet; to increase building height up to 35 feet on the periphery; to allow private streets to serve all types of units; to eliminate setback of garages from front line of dwelling; to reduce minimum street curve radii by 20-50 feet.

LOCATION On the north side of Braddock Road (Rt. 620) about one mile east of Gum Spring Road (Rt. 659). In the Dulles South area.

TAX MAP/PARCEL Tax Map 100, parcels 35A and 35C (MCPI# 249497954 and MCPI#248195236)

EXISTING ZONING R-1

ACREAGE OF REQUEST SITE 34.27 acres

SURROUNDING LAND USES/ZONING

	<u>Zoning</u>	<u>Present Land Uses</u>
North	R-1	Vacant
South	PD-H4	Vacant
East	PD-H4	Vacant
West	R-1	Vacant

INSERT SITE PLAN

II. SUMMARY OF DISCUSSION

Referral Agency or Topic Area	Issues Examined and Their Status
Community Planning	All Plan issues resolved, including: <ul style="list-style-type: none"> Land use mix issue resolved so 35% open space and 10% civic space provided. Pipestem lots removed. Interparcel access issue resolved to provide access to the north. Facilities for civic space issue resolved to specify options to be used. Modifications create more walkability and potential tree save on lots.
Zoning	All issues resolved, including: <ul style="list-style-type: none"> Removing development from RSCOD, Proffer that garages cannot be used for living space. Modification of building setback from internal streets helps preserve trees and provides walkability. The applicant is proffering 7 ADUs to meet Ordinance requirement.
Environmental	<ul style="list-style-type: none"> Provides two tree save or replanting areas resolved. Provides some Low Impact Design bio-retention facilities.
Transportation	Issues resolved: <ul style="list-style-type: none"> Braddock Road dedication and construction. Contribute to regional road improvements. Limit dwellings to 34 until completion of Braddock Road improvements from site to Gum Spring Road.
Trails	Multiuse trail issue resolved to make similar to Braddock Corner.
Schools	School impact mitigated by existing and programmed schools opening in 2005
Proffers (March 29, 2004)	Referral Page
Capital Facilities	Inadequate. Capital facilities proffer: \$8,867 per unit (per policy in effect when application accepted). Current County policy is for \$16,058.36 per unit.
Transportation	<ul style="list-style-type: none"> \$3,000 contribution per residential unit for regional road improvements. \$500 contribution per residential unit for public transit or regional road improvements Construct two-lane section of Braddock Road, or cash in lieu Phasing limits residential units to 34 until two-lane section of Braddock Road is built from the site to Gum Spring Rd. (Rt. 659) and Gum Spring Road is improved to a four-lane section.
Environment	Provides tree save areas and undisturbed open space, 35% of site.
Design	Provides .32 acres of civic space for gazebo, landscaping, public art or benches.
Trails	Trail connection to Kirkpatrick Farms (east).
Heritage Resources	Applicant will provide State reconnaissance level archaeological survey before barn is razed.
Fire & Rescue	Contribute \$120 per dwelling for fire and rescue services

III. PLANNING COMMISSION REVIEW AND FINDINGS

Review

The Planning Commission held a public hearing on February 23, 2004. There were no members of the public who spoke at the hearing. The Commission voiced concern about the provision of public services, including roads, that would be needed as a result of this rezoning. The Applicant maintained that they should be subject to the capital facilities policy that was in effect when they were accepted for processing in March 2003.

The Commission voted 7-1-1 (Tolle opposed, Herbert absent) to forward the application to the Board of Supervisors with a recommendation of approval subject to the Draft Proffer Statement dated February 17, 2004 and the findings listed below. The opposition to the motion was based on the belief that the capital facilities impact should be mitigated per the current County policy.

Planning Commission Findings

1. The proposed rezoning complies with the land use, density, and site design policies in the Revised General Plan.
2. The proposed rezoning complies with the Revised 1993 Zoning Ordinance.
3. The proposed rezoning complies with the Revised Countywide Transportation Plan.
4. The Applicant is proffering a capital facilities contribution that complies with the County policy that was applicable when the rezoning application was accepted for processing in March 2003.

V. PROJECT REVIEW

A. Context

The site is located west and north of the Kirkpatrick Farms subdivision, which is partially developed north of Braddock Road. There are a number of pending rezoning applications for subdivisions in the immediate vicinity of the site. Table 1 shows existing and proposed subdivisions in the area.

The site is located in the Suburban Policy Area on the southern edge adjacent to the Transition Policy Area. It is a heavily wooded site of 34 acres that has a generally flat topography. There is a mid- to late-19th century farmhouse and four outbuildings on the site. The farmhouse and one outbuilding will remain. The applicant has agreed to provide the County with a reconnaissance-level archaeological survey of the old barn before it is razed. This will meet the Virginia Department of Historic Resources standards and comply with Plan policy. A tributary of the Foley Branch is located in the southwest corner of the site and is shown on the Zoning Map as River and Stream Corridor Overlay District (RSCOD). The property fronts on Braddock Road, a principle east-west thoroughfare in the Dulles South Area.

The Revised Countywide Transportation Plan shows an alignment for Route 659 Relocated next to most of the western boundary of the site. Kirkpatrick Farms has reserved a 400-foot right of way along the eastern boundary of the Greenfield Crossing site for a future western transportation corridor consistent with the Plan's transportation policies at the time Kirkpatrick Farms was approved.

B. Summary of Outstanding Issues

The capital facilities impacts are not fully mitigated per County policy. County policy anticipates \$16,058.36 per unit for a total of \$1,718,244.08. The applicant is proffering a dollar value that reflects the County policy that was in effect when the application was accepted for review in March 2003, which was \$8,867 per unit. The applicant feels that because their application was in review for nine months before the policy was changed, they should be subject to the County policy in effect prior to the change.

C. Overall Analysis

Comprehensive Plan

Land Use

The land use policies in the Revised General Plan for the Suburban Policy Area indicate that the site should be developed for residential use up to a density of four (4) dwelling units per acre. In the Suburban Area the Plan encourages a mixture of housing types

**Table 1. Existing and Proposed Residential Development
in the Dulles South Area**

Application Name	Acres	No. of Units	Density (DU/AC)	Current Zoning	Proposed Zoning
Braddock Corner	53	159	2.99	R-1	PD-H4
Braddock Crossing	59	205	3.4	R-1,TR-1	PD-H4
CD Smith	100	348	3.4	PD-GI	PD-H4
Greenfield Crossing	34	107	3.2	R-1	PD-H4
Kirkpatrick Farms*	405	1,385	3.4	PD-H4	N/a
Kirkpatrick West	138	270	1.9	R-1	PD-H3
Masira	53	192	3.6	R-1	PD-H4
Providence Glen	20	54	2.7	PD-GI	PD-H4
South Riding Station*	2,021	5,564	2.75	PD-H4, PD-GI	N/a
Stone Ridge*	805	2,792	3.4	PD-H4, various others	N/a
Towns of East Gate	56	313	5.5	CR-1,CLI	PDH-6

* Concept Plan Amendments pending to increase residential use.

INSERT DULLES SOUTH AREA MAP

and a mixture of civic, public facilities, institutional and commercial facilities to support residential development.

This proposal has a small amount of civic space on-site intended for a number of options, such as a tot lot, a gazebo, landscaped sitting areas or a combination of these facilities. In addition, the Kirkpatrick Elementary School will be located in the immediate vicinity. There is a church and day care center proffered in Phase II of Kirkpatrick Farms on Braddock Road a few hundred yards east of Greenfield Crossing. There are other public facilities north of Greenfield Crossing planned in Stone Ridge, including a community park and the future Mercer Middle School. The school is programmed to open in Fall of 2005, as is the Kirkpatrick Elementary School. This proposal provides the opportunity for interparcel access to the north to make these facilities convenient for residents of Greenfield Crossing.

Site Design

The proposed development provides the open space proportion recommended in the Plan under conservation design guidelines. The applicant is providing 12 acres, or 35 percent of the site, which complies with the Plan policy. The applicant is also providing 13,735 square feet for civic space centrally located on the site. Facilities in the civic space will include such things as a gazebo, formal landscaping, benches or public art. This satisfies the Plan's land use mix policies. As stated above, there are public facilities, such as schools, a church with day care center and a community park approved and programmed for development in the vicinity.

The proposed Concept Plan shows the RSCOD undisturbed, as the Ordinance requires and as Plan policy recommends. The application also complies with conservation design policies in the Plan by preserving the wetlands on the site and by generally preserving areas adjacent to the wetlands in their natural condition. A majority of the areas shown for open space on the Concept Plan contain tree save areas. The site design shows interparcel access to the north, as Plan policy recommends. There are a variety of trails planned on the site connecting to planned adjacent residential development.

Schools

This rezoning with its 107 dwelling units is projected to generate 49 school age children based on average generation figures by housing type. There would be 27 elementary school children, 11 middle school age children and 11 high school age children. When this development is planned to be completed (according to the applicant), in the Fall of 2005, currently programmed schools are expected to be operational. These are the Kirkpatrick Elementary School, the Mercer Middle School in Stone Ridge and the Freedom High School in South Riding. These schools should be able to accommodate the students generated by this development without causing a capacity deficiency. This would not necessarily be the case if schools currently serving the area were required to

serve these students. Currently, the Arcola Elementary School, the Farmwell Station Middle School and the Broad Run High School serve students in the area.

Capital Facilities

The Revised General Plan includes policy that all residential rezoning developments contribute to capital facilities costs (Revised General Plan, Policy 3, p. 3-5). According to County policy, residential developments should provide capital facilities contributions valued at 100 percent of capital facility costs per dwelling unit at densities above the specified base density. For this application a density of one dwelling unit per acre is the baseline density. The projected total capital facilities impact of the proposed development with 107 units is \$2,724,487 and the net capital facilities cost for this project would be \$1,718,244.08, which is \$16,058.36 per unit. The applicant proffers \$8,867 per dwelling unit for a total of \$948,857. The contribution is not consistent with current County policy.

The School Board has requested that eighty percent of the capital facilities contribution be designated for schools. As with other capital facilities proffers, the Board of Supervisors maintains discretionary control of the allocation of funds.

Environment and Engineering

The Plan recommends Low Impact Design (LID) techniques for managing storm water runoff. These techniques are intended to permit water to absorb directly into the ground instead of collecting in a pond or running onto adjacent land. This provides better water quality than traditional pond BMPs and less stream channel erosion. The Facilities Standards Manual (FSM) has requirements for Low Impact Design but these will not fully implement the Plan policies. This application includes a stormwater pond and the applicant has agreed to meet the FSM Low Impact Design requirements. The staff has worked successfully with the applicant to increase the amount of open space on the site, which increases the LID potential for the site. The applicant has agreed to work with the County in the site plan review process to maximize use of LID. Staff has indicated to the applicant what measures will be suggested.

Public water and sewer will be extended to the site at the expense of the applicant. The Plan permits public water and sewer service in the Suburban Policy Area.

Zoning

There are no zoning issues. Staff notes that the applicant is required to provide seven affordable dwelling units distributed throughout the project, pursuant to Article VII of the Revised 1993 Zoning Ordinance, and has proffered to do so. The applicant requests modifications to the Ordinance in order to achieve a better site design that preserves more open areas than would be under conventional zoning. This is addressed in Section D, Zoning Ordinance Modification, below.

Transportation

The site fronts on Braddock Road (Route 620), which is planned in the Revised Countywide Transportation Plan (CTP) as a four-lane major collector road. It is currently a two-lane unpaved road. Development under existing R-1 zoning would generate 40 PM peak hour trips and 340 average daily trips. This PD-H4 proposal would generate 87 PM peak hour trips and 1,062 average daily trips.

Kirkpatrick Farms has proffered to construct two lanes of this facility opposite the site. Kirkpatrick Farms has a construction plan in review with the County in anticipation of being able to start their Phase II development. Construction of their two lanes of Braddock Road, including opposite this site, is required for their Phase II development. The Greenfield Crossing applicant is proffering to construct a two-lane section of Braddock Road along their frontage. They are proffering to phase their development so that no more than 34 units are permitted until Braddock Road is improved to at least two-lanes between the entrance to the site and Gum Spring Road. This complies with the policies in the Revised Countywide Transportation Plan. The applicant is also proffering to contribute \$3,000 per unit for regional road improvements in the vicinity.

An alignment of Route 659 Relocated is planned generally parallel to the western boundary of this site. An alignment has not been designed at this time but right-of-way has been reserved on Kirkpatrick Farms that would place it contiguous with the western boundary of the Greenfield Crossing site at Braddock Road. The alignment is planned to bend away to the west from the western boundary of the site in such a manner that there would be no serious noise impact on the dwellings shown in the northwestern portion of the site.

The County is considering a Comprehensive Plan Amendment (CPAM) to reinstate the Western Transportation Corridor as it was in the Plan prior to adoption of the Revised General Plan in July, 2001. Kirkpatrick Farms has proffered to reserve a 400-foot right of way for this facility along the eastern boundary of the Greenfield Crossing site through 2015. The Board of Supervisors may reinstate this facility in the Plan in the next few months. Any noise impact cannot be calculated until a potential alignment is designed.

Staff estimates that the eastbound and westbound left turning movements at the intersection of Gum Springs Road and Braddock Road will operate at level of service F (failure) during the PM peak hour with two-way stop sign control if this proposed development and others, such as Braddock Corner, are built. The Level Of Service (LOS) at this intersection will be acceptable once a traffic signal is installed. South Riding has proffered to provide a traffic signal at this intersection. It has not been programmed for construction. The South Riding proffer trigger for providing the signal applies when 600,000 square feet of their land zoned PD-GI (Planned Development – General Industrial) is built. None of this land has been developed and South Riding

(Station) has a pending rezoning (ZMAP 2001-0010, etc) to convert this PD-GI zoned land to residential zoning. Staff is recommending that if this conversion is approved the traffic signal proffer remain intact although tied to a certain level of residential development. The Greenfield Crossing applicant is proffering to limit the number of units to 34 until the two-lane section of Braddock Road is completed between the entrance to the site and Gum Spring Road. Staff concludes this is sufficient to satisfy the Transportation Plan policies. If a signal is not installed at Gum Spring Road and Braddock Road at the time this applicant wants to finish development, their regional road contribution or contributions already obtained from others will provide the signal.

Public Transit Service Contribution

The applicant is proffering a contribution for public transit services in the amount of \$500 per dwelling, which is consistent with past proffers obtained in other rezonings. These funds are proffered so that they can also be used at the Board's discretion for regional road improvements in the vicinity of the site.

Emergency Services

The site is adequately served by the Arcola Volunteer Fire and Rescue Company # 9, which is 2.69 miles from the site. Response time is five minutes and 22 seconds. It is Board Policy to consider contributions for Volunteer Fire and Rescue services. The applicant proffers a one-time contribution of \$120 per residential dwelling unit, exceeding the policy guideline of \$60 per unit, to the primary volunteer Fire and Rescue companies serving the property (escalated from a CPI base year of 1988).

The applicant is proffering that all builders of the subdivision provide sprinkler systems as an option available to homeowners at homeowner's expense.

Proffered Documents Review

The signed Proffer Statement will be presented at the Public Hearing.

D. ZONING ORDINANCE MODIFICATION

In accordance with the Revised 1993 Zoning Ordinance Section 6-1504, MODIFICATIONS—*The regulations of the PD district sought shall apply after rezoning is approved unless the Board of Supervisors approves a modification to the zoning, subdivision or other requirements that would otherwise apply. No modifications shall be permitted which affect uses, density or floor area ratio of the district... No modification shall be approved unless the Board of Supervisors finds that such modification to the regulations will achieve an innovative design, improve upon the existing regulations, or otherwise exceed the public purpose of the existing regulation. No modification will be granted for the primary purpose of achieving the maximum density on a site. An application for modification shall include materials demonstrating how the modification will be used in the design of the project.*"

Applicant's Proposed Modification Request:

The Applicant is also requesting a number of modifications of the Revised 1993 Zoning Ordinance. The general intent of these is to create a more compact development envelope so that open space preservation can be maximized. The modifications request:

- (1) Section 3-511(A) to reduce the required building setback from streets from 25 to 15 feet for detached dwellings, from 25 to 8 feet for attached dwellings; and from 25 to 15 feet for all other lots.
- (2) Section 7-803(C)(2)(a), to reduce the required front yard on corner lots from 15 to 8 feet;
- (3) Section 4-109(E) to permit building heights up to 35 feet along the boundaries of adjoining districts. The Ordinance restricts height to 32 feet with their setback.
- (4) Sections 3-511(C) to permit private streets to serve all types of residential buildings and
- (5) Section 3-507(E)(2) to eliminate the requirement for garages to be setback 20 feet behind the front line of buildings. Garages for some types of units extend forward of the front plane of the dwelling.

The Applicant also requests modification of the Land Subdivision Development Ordinance:

- Section 1245.02.1, to permit Class III Roads designed and constructed in accordance with the Facilities Standards Manual (FSM) to serve as frontage in lieu of public streets for lots in the PD-H4 Zoning District, and
- Section 1245.01 to permit the above-described setback and yard modifications.
- Section 4.330.A 3 and B.3. and Table I, to reduce minimum curve radii for two curves serving single family detached dwellings from 110 feet to 60 and 90 feet and to permit minimum 35-foot centerline radii to accommodate turning movements for emergency vehicles.

Applicant's Justification:

The Applicant justifies their request for Ordinance modifications because these allow a more compact development envelope, which has the benefit of maximizing open space preservation on the Concept Plan. This objective is linked to the Applicant's desire to implement the Plan's Conservation Design policies.

Staff Analysis and Recommendation:

The requested modifications in their total effect help reduce the land area developed on this site. The application proposes a density of 3.12 dwelling units per acre, so it is not attempting to use these modifications to maximize density. One modification allows private streets to serve single-family detached dwellings. Private streets appear to use

less land than public streets. Allowing some townhouse units to be located closer to the property boundary than would be allowed because of height allows more internal land preservation. Reducing the turning radii of internal streets allows lot configuration to be more compact, using less land. The Applicant has provided 35 percent open space, which exceeds the Plan policy that development should provide 30 percent open space.

Staff supports the request for Ordinance modifications because they help provide a greater amount of open space than would be possible under existing Ordinance restrictions. This helps implement the Plan's Conservation Design policies and help create a more walkable community. This means that lots are closer and dwellings closer to the sidewalks, which promotes more personal interaction potential in the community.

E. ZONING ORDINANCE CRITERIA FOR APPROVAL

Rezoning Criteria for Approval

Section 6-1211(E) of the Revised 1993 Zoning Ordinance states " ... (i)f the application is for reclassification of property to a different zoning district classification on the Zoning Map, the Planning Commission shall give reasonable consideration to the following matters ... ":

Standard *Whether the proposed zoning district classification is consistent with the Comprehensive Plan.*

Analysis The proposed zoning district classification, with the applicant's proffers, is consistent with the Revised General Plan land use and design policies.

Standard *Whether there are any changed or changing conditions in the area affected that make the proposed rezoning appropriate.*

Analysis Residential development at similar densities has occurred in the area.

Standard *Whether the range of uses in the proposed zoning district classification is compatible with the uses permitted on other property in the immediate vicinity.*

Analysis There are a number of similar planned unit residential developments in the vicinity and Plan policies permit further rezonings of a similar type.

Standard *Whether adequate utility, sewer and water, transportation, school and other facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned.*

<u>Analysis</u>	Adequate public facilities are available, programmed or planned to serve the level or development proposed.
<u>Standard</u>	<i>The effect of the proposed rezoning on the County's ground water supply.</i>
<u>Analysis</u>	The site will be served by water and sewer. No impacts are anticipated on the groundwater supply.
<u>Standard</u>	<i>The effect of the uses allowed by the proposed rezoning on the structural capacity of the soils.</i>
<u>Analysis</u>	No adverse structural impacts on the soils are anticipated.
<u>Standard</u>	<i>The impact that the uses permitted, if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity and whether the proposed rezoning uses sufficient measures to mitigate the impact of through construction traffic on existing neighborhoods and school areas.</i>
<u>Analysis</u>	The applicant has agreed to transportation proffers that will, in addition to proffers by others, mitigate transportation impacts. Until road improvements are provided proffers limit the project to eighty units. This is about fifty percent of the total units.
<u>Standard</u>	<i>Whether a reasonably viable economic use of the subject property exists under the current zoning.</i>
<u>Analysis</u>	The existing R-1 zoning provides for a viable economic use of the property but the density is not consistent with the planned density or the density of approved residential development adjacent to the site.
<u>Standard</u>	<i>The effect of the proposed rezoning on the environment or natural features, wildlife habitat, vegetation, water quality and air quality.</i>
<u>Analysis</u>	The site design complies with the conservation design policies of the <u>Revised General Plan</u> . About forty percent of the gross acreage is preserved in its natural state, much of which is wooded.
<u>Standard</u>	<i>Whether the proposed rezoning encourages economic development activities in areas designated by the Comprehensive Plan and provides desirable employment and enlarges the tax base.</i>
<u>Analysis</u>	The <u>Revised General Plan</u> does not encourage employment or institutional uses within residential subdivisions of this size.

- Standard *Whether the proposed rezoning considers the needs of agriculture, industry, and businesses in future growth.*
- Analysis The application complies with the land use policy guidance of the Plan, which indicates the land should be residential.
- Standard *Whether the proposed rezoning considers the current and future requirements of the community as to land for various purposes as determined by population and economic studies.*
- Analysis The application complies with the land use policy guidance of the Plan, which indicates the land should be residential.
- Standard *Whether the proposed rezoning encourages the conservation of properties and their values and the encouragement of the most appropriate use of land throughout the County.*
- Analysis The application complies with the land use policy guidance of the Plan, which indicates the land should be residential.
- Standard *Whether the proposed rezoning considers trends of growth or changes, employment, and economic factors, the need for housing, probable future economic and population growth of the County and the capacity of existing and/or planned public facilities and infrastructure.*
- Analysis The application complies with the land use policy guidance of the Plan, which indicates the land should be residential. The Plan took into consideration growth changes, employment and economic factors and the need for housing in its planning for this area.
- Standard *The effect of the rezoning on natural, scenic, archaeological, or historic features of significant importance.*
- Analysis A reconnaissance-level survey of the old barn, including photo-documentation and a sketch of the floor plan, will be provided according to State standards.

VI. ATTACHMENTS (Unless noted otherwise, attachments are not available electronically but may be obtained from the Department of Planning)Not available electronically)	PAGE NUMBER
1. Review Agency Comments	
a. Planning, Community Planning	A-1
b. Building and Development, Zoning Administration	A-17
c. Building and Development, Environmental Review Team (ERT)	A-25
d. Office of Transportation Services	A-27
e. Department of Parks, Recreation and Community Services	A-33
f. Housing Services	A-36
g. Virginia Department of Transportation (VDOT)	A-37
h. Virginia Department of Conservation and Recreation (DCR)	A-38
2. Disclosure of Real Parties in Interest	A-43
3. Applicant's Statement of Justification	A-46
4. Proffer Statement and Design Modifications (Exhibit B) (March 29, 2004)	A-61
5. Plat	Attached
6. Conservation Design Open Space Areas (Exhibit for Information only)	Attached